



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, April 2, 2008 - 7:00 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
(Chair) Mark Howard	X	
Eric Wood (Vice-Chair)		X
Tom Hamilton	X	
Doris Maez	X	
Sol Weiner	X	

Staff in Attendance:

Steve Davis, Public Works Department
Frans Lind, Public Works Department
Matt Campi, Police Department

Public in Attendance Total: 0

2. REVIEW OF AGENDA

Chair Mark Howard stated Item 5B will be moved between Item 3 and 4 on the agenda to accommodate a member of the public.

3. APPROVAL OF MINUTES

Mark Howard noted the following correction to the minutes: Item 8, delete the word “motor” and change the last sentence from “on hold” to “pending”. Change the last sentence from “Steve Davis confirmed this” to “Matt Campi and Steve Davis confirmed this”. Motion to approve the minutes for the March 5, 2008 meeting with the noted changes was made by Mark Howard, second by Tom Hamilton (M/Howard, S/Hamilton: 3-0-0) Approved. Sol Weiner abstained from voting due to absence at the previous meeting.

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

5. REGULAR BUSINESS

A. Consideration of Options to Mitigate Substandard Sight Clear Distance at Intersection of San Bruno Avenue and Mills Avenue

Frans Lind stated this item was recommended to City Council at the February 12, 2008 meeting. It is the corner of Hanlon's Tires and the Council voiced concern over the loss of 55 feet of parking area. It was remanded back to the TSPC for consideration of reversal of the one-way that currently travels from Kains to San Bruno Avenue. There are about 80 apartments along Mills Avenue that produce about 120 trips in both the AM and PM. Kains is a narrow street, so it not adequate for two-way travel. The owner of Hanlon's Tire asked that the yellow curbing on Mills Avenue be transferred over to the other side of the driveway if the one-way is reversed.

Doris Maez stated that she is concerned about how narrow Kains is, and would like to consider making Kains one-way to El Camino Real.

Mark Howard stated there would be a lot of cut through traffic, particularly when the railroad crossing work begins. Another option would be to make Mills Avenue a court and close it off of Kains, but this would reduce the traffic flow. Tom Hamilton did not think this would work, especially for large trucks.

PUBLIC COMMENT PERIOD OPENED

Walter Lee, 726 Mills, noticed a lot of traffic having to turn around on Mills. There is too much traffic and it is very difficult making a left turn onto San Bruno Avenue. He would prefer to keep Mills Avenue as is.

Mark Howard asked if he thought making a right turn only from Mills onto San Bruno would be better. Mr. Lee thought it would block the intersection.

PUBLIC COMMENT PERIOD CLOSED

Doris Maez asked about the north side of the street. Frans Lind responded that Mills on the north side is two-way. Mark Howard believes the street is wider on the north side. Steve Davis also stated the visibility is better on the north side.

Mark Howard asked about signage costs for this. Frans Lind responded it would be about \$1,200.

Doris Maez asked if residents along Kains were notified about tonight's meeting. Frans responded that residents were notified on Mills, Kains, Masson and San Bruno Avenue.

Sol Weiner stated Kains reminds him of Cypress because it is so narrow. To do it right, Kains may need to become a one-way street.

Commander Matt Campi stated the Police Department is against the changes for a variety of reasons.

Mark Howard felt the changes would put too much pressure on Kains and push the problem out from the epicenter. We should send this back to Council that we reviewed the issues and we are going to stick with the original recommendation.

Doris Maez stated that to make Kains work, there would be a large removal of parking.

Steve Davis stated there could be an action regarding the one-way item and then make a decision on the addition items.

Tom Hamilton made a motion to reject the reversal of the one-way on Mills Avenue. Mark Howard, second by Doris Maez (M/ Hamilton, S/Maez: 4-0-0) Approved.

Frans Lind stated the restoration of the one-hour parking limit sign has produced positive results in the intersection, with fewer vehicles parked near the corner on Mills. At 788 Mills Avenue, the red curb request was denied and the applicant was told to pull an encroachment permit to widen their driveway.

Mark Howard recommended the return to the City Council the original TSPC recommendation for the installation of 55 feet of red curb immediately west of Mills Avenue between the driveway of Hanlon's Tires and the corner of Mills Avenue with an effective loss of 2.5 parking spaces. This was reviewed and was agreed upon as the best alternative. Motion made by Mark Howard, second by Tom Hamilton (M/ Howard, S/Hamilton: 4-0-0) Approved.

B. Consideration of Options to Mitigate Substandard Sight Clear Distance at Intersections on San Antonio Avenue from San Felipe to Santa Helena (heard after Item 3 on the agenda)

Frans Lind stated there are five options:

Option 1: Restrict parking to provide full clear sight distance at all intersections. This is actually an extension on the initial item that came before the TSPC and runs the full length of San Antonio. This would restrict parking from San Felipe to Santa Helena to provide the clear sight distance.

Option 2: Install new 3-way STOP at three intersections; restrict parking to provide clear sight at other intersections. There are already stop signs existing on the side streets between San Felipe and Santa Helena. This would insert two stop signs at the three intersections selected. These intersections are about 2 blocks apart from San Felipe to Santa Helena.

Option 3: Restrict parking for approximately 20-feet (one parking space) at each approach side (Left and right sides) of all intersections. The curb return would be painted red.

Option 4: Do nothing.

Option 5: Restrict all parking on west side San Antonio Avenue; create new parking on east side San Antonio Avenue. This will add a large amount of parking but is extremely expensive at about \$150,000. If this option were considered, crosswalks would be developed under existing streetlights, as well as a walkway for the east side of San Antonio to the west side. San Antonio has an existing three-way stop at San Felipe. The side street of Santa Inez carries about 2000 vehicles per day and has a signalized intersection. The west side of San Antonio is all residential housing and has a number of apartments.

Mark Howard asked about the Option 1 diagram and confirmed there should be no added stop signs. Steve Davis confirmed this correction. Mark Howard noted that the Option 2 diagram has stop signs in different locations than described in the staff report, so he wanted to clarify that the stop signs will go on Santa Dominga, San Benito and San Diego. Frans Lind confirmed this.

Steve Davis stated that City staff tried to give the extreme of options: Option 1 focused on full clear sight with a large parking impact; Option 2 and Option 3 give a combination of stop signs and elimination of parking to address the clear sight issue; Option 5 is feasible, but it has a larger cost.

Mark Howard asked about the necessary warrant information used in the past for the review of stop sign installation. Since stop signs are not always effective, why haven't other traffic calming issues been reviewed for this area, such as traffic circles and lowering the speed limit? This would change sight line issues and not displace needed parking. Frans Lind responded that traffic circles can cost \$20,000 and curb to curb, these streets are 30 feet wide. These are narrow streets and don't have a lot of space. Mark Howard asked if a small planter in the middle of the street would slow people down.

Doris Maez concurred with Mark's opinion on utilizing traffic calming options, such as bulb outs, instead of stop signs. Option 3 appears to take a large amount of space. If we can reduce the speed, the sight line issue is not nearly as difficult. There are 86 parking spaces along the streets listed in the diagram, so it looks like 18-20 parking spaces would be eliminated with the recommendations listed on Option 3. This is a high percentage and will create a big impact on the neighborhood. Perhaps permit parking would work in this area.

Tom Hamilton stated Option 3 could work if the City red curbed the corners and took out a space on only the northbound side of each intersection. This would take out only 10 spaces.

Steve Davis confirmed that the decision for this issue is at the discretion of the TSPC. There is not such a large number of accidents in this area that something has to be done.

Sol Weiner stated that someone in the neighborhood voiced a concern about this issue and it is our job to make recommendations. There is a sight distance problem in this area.

PUBLIC COMMENT PERIOD OPENED

Jim Hickerson, 730 San Antonio, stated there has always been speeding on San Antonio and the side streets. He stated that the parking spaces listed on the diagram to be retained are actually driveways, not parking spaces. Option 5 sounds like an interesting idea, but land use issues may come up. Also, crossing the street there is dangerous. Parking is premium, especially on the side streets, due to apartments. There should be a balance between stop signs and eliminating parking. A suggestion would be to review each block separately. San Antonio and Santa Clara do not have clear sight issues.

Doris Maez asked the resident what he thought would slow traffic down. Jim Hickerson felt stop signs would be helpful. Doris Maez responded that other traffic calming measures would have the least impact on the removal of parking.

Jim Hickerson stated speed bumps would be good. Mark Howard responded that traffic circles would actually be more effective than speed bumps and they improve the quality of life in the neighborhood. Doris Maez responded the difficulty of traffic circles is that it involves construction, so perhaps it could be done in no more than three places. In Palo Alto, they put in temporary barricades to test the effects before putting in permanent structures.

PUBLIC COMMENT PERIOD CLOSED

Mark Howard stated we could effectively reduce speed on San Antonio with two traffic circles – one on Santa Inez and one on Santa Dominga. Those two areas would lower our critical speed 10-15% and bring us closer to 25 mph and lose less than 12 parking spaces. An experiment might be a good idea to see if it will reduce the speed.

Doris Maez stated the City may be able to use grant opportunities if this issue reduces the speed along the north-south bike route, which San Antonio is on. Steve Davis responded that this could be a cost effective project that we could take some time to research.

Mark Howard stated that a pilot project would give us the data to put together a grant proposal.

Steve Davis stated that utilities would have to be field verified before installation. Doris Maez asked if this could be included in the current Capital Budget proposals. Steve Davis stated he could review the neighborhood traffic-calming budget for availability, as the CIP budget will be approved in June.

Mark Howard made a motion to recommend that City staff develop a proposal packet for traffic calming on San Antonio Avenue that would address the goal to reduce the speed to 25 mph, to develop a pilot project for installation of two to three traffic circles, and to check feasibility at Santa Inez/San Antonio and Santa Dominga/San Antonio, including the review of any utility issues and recommendations for

the best sight line improvements. Motion made by Mark Howard, second by Tom Hamilton (M/Howard, S/Hamilton: 4-0-0) Approved.

6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

Doris Maez stated the Bike and Pedestrian Committee has commissioned a grant from the MTC to study pedestrian activity with BART, Tanforan and the downtown area. The consultant's report revealed some paths that may pose problems on Euclid and across the shopping center, as well as a lack of focus on ADA issues. The Committee reviewed goals for 2008. There was success getting a \$30,000 grant from C/CAG for both the Sneath Lane bike lane markings and signage for the bike route. Someone from the Silicon Valley Bicycle Coalition has requested a uniformity of bicycle route signs in San Bruno, so this has been forwarded to Jim Shannon.

7. COMMENTS FROM COMMITTEE MEMBERS

Sol Weiner stated he is concerned about traffic with the new theatre. Steve Davis stated the City is meeting with the theatre owners to clarify these issues.

8. COMMENTS FROM STAFF

Frans Lind stated a report would go to the City Council on April 8, regarding DeSoto and Santa Lucia.

Commander Campi stated that an ordinance would go to the Council at the April 8 meeting regarding commercial vehicles being parked in residential areas. The language has been changed to limit this, including the limousine companies that were parking on residential streets.

9. ADJOURNMENT –

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on May 7, 2008 at 7:00 p.m.

(M/Howard, S/Hamilton): 4-0-0 - Approved. Meeting Adjourned, 8:45 pm.